AMENDMENTS TO THE CLAIMS

Please amend claims 1, 2, 9, 10, 16 and 19, such that the status of the claims is as follows:

1. (Currently amended) A head suspension assembly, comprising:

a beam component having a front end and a rear end;

a hinge component near the rear end of the beam component for connecting to an actuation arm; and

a gimbal component near the front end of the ~~main~~ beam ~~section~~ component for carrying a transducing head;

wherein the hinge component comprises a first structural damping material having a modulus of elasticity greater than approximately 10 gigapascals and a damping capacity greater than approximately 0.02 in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz and the gimbal component comprises a second structural damping material having a modulus of elasticity greater than approximately 10 gigapascals and a damping capacity greater than approximately 0.02 in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz; and

wherein at least one of the hinge component and the gimbal component is separately made and attached to the beam component.

2. (Currently amended) The head suspension assembly of claim 1, wherein the first structural damping material has a modulus of elasticity greater than approximately 30 gigapascals in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz, and the second structural damping material has a modulus of elasticity greater than approximately 30 gigapascals in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz.

3. (Previously presented) The head suspension assembly of claim 1, wherein the first structural damping material and the second structural damping material are substantially identical in composition.

4. (Canceled)

5. (Original) The head suspension assembly of claim 1, wherein the hinge component applies a preload on the transducing head through the beam component.

6. (Original) The head suspension assembly of claim 1, wherein the entire hinge component is substantially made from the first structural damping material only.

7. (Previously presented) The head suspension assembly of claim 1, wherein the entire gimbal component is substantially made from the second structural damping material only.

8. (Original) The head suspension assembly of claim 1, wherein the hinge component has no external structural damping material attached thereto.

9. (Currently amended) The head suspension assembly of claim 1, wherein the first structural damping material has a modulus of elasticity greater than approximately 50 gigapascals in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz.

10. (Currently amended) The head suspension assembly of claim 1, wherein the second structural damping material has a modulus of elasticity greater than approximately 50 gigapascals in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz.

11. (Previously presented) The head suspension assembly of claim 1, wherein the first structural damping material is an alloy.

12. (Previously presented) The head suspension assembly of claim 1, wherein the first structural damping material is a laminate comprising a stainless steel layer and a damping material layer.

13. (Canceled)

14. (Previously presented) The head suspension assembly of claim 1, wherein the at least one of the hinge component and the gimbal component is attached to the beam component through an adhesive.

15. (Previously presented) The head suspension assembly of claim 1, wherein the at least one of the hinge component and the gimbal component is attached to the beam component by welding.

16. (Currently amended) A head suspension assembly, comprising:

a beam component having a front end and a rear end;

a hinge component for connecting to an actuation arm, wherein the hinge component consists essentially of a first structural damping material having a modulus of elasticity greater than approximately 10 gigapascals and a damping capacity greater than approximately 0.02 in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz, and the hinge component is separately made and attached to the rear end of the beam component; and

a gimbal component near the front end of the beam component for connecting to a slider assembly carrying a transducer.

17. (Canceled)

18. (Original) The head suspension assembly of claim 16, wherein the first structural damping material is an alloy.

19. (Currently amended) The head suspension assembly of claim 16, wherein the gimbal component comprises a second structural damping material having a modulus of elasticity greater than approximately 10 gigapascals and a damping capacity greater than approximately 0.02 in a vibration mode having a frequency between about 6,010 hertz and about 22,650 hertz.

20. (Original) The head suspension assembly of claim 19, wherein the first structural damping material and the second structural damping material are substantially identical in composition.

21–25. (Canceled)

26. (Previously presented) The head suspension assembly of claim 1, wherein the first structural damping material is a composite.

27. (Previously presented) The head suspension assembly of claim 16, wherein the first structural damping material is a laminate comprising a stainless steel layer and a damping material layer.

28. (Previously presented) The head suspension assembly of claim 16, wherein the first structural damping material is a composite.

29. (Previously presented) The head suspension assembly of claim 19, wherein the second structural damping material is an alloy.

30. (Previously presented) The head suspension assembly of claim 19, wherein the second structural damping material is a laminate comprising a stainless steel layer and a damping material layer.

31. (Previously presented) The head suspension assembly of claim 19, wherein the second structural damping material is a composite.

32. (Previously presented) The head suspension assembly of claim 1, wherein the second structural damping material is an alloy.